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12 East 41st Street  
New York, NY 10017

EXAMINER
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PHUONG, DAI

ART UNIT	PAPER NUMBER
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2617

DATE MAILED: 05/18/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

**Office Action Summary**

Application No.

10/613,001

Applicant(s)

JOSEPH, JOSEPH

Examiner

Dai A. Phuong

Art Unit

2617

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

**Period for Reply**

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

**Status**

- 1) ☒ Responsive to communication(s) filed on 23 March 2005.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

**Disposition of Claims**

- 4) ☒ Claim(s) 1-20 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1-20 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

**Application Papers**

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☒ The drawing(s) filed on 02 July 2003 is/are: a) ☐ accepted or b) ☒ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

**Priority under 35 U.S.C. § 119**

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
  2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

**Attachment(s)**

- |  |   |
|--|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892)  | 4) <input type="checkbox"/> Interview Summary (PTO-413)<br>Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)                                   | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152)             |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)<br>Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____  |

## **DETAILED ACTION**

### ***Continued Examination Under 37 CFR 1.114***

1. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on 03/23/2006 has been entered.

### **Response to Amendment**

2. Applicant's arguments, filed 03/23/2006, with respect to claims have been considered but are moot in view of the new ground(s) of rejection. Claims 1-20 are currently pending.

### ***Drawings***

3. The drawings are objected to because drawings are informal. Corrected drawing sheets in compliance with 37 CFR 1.121(d) are required in reply to the Office action to avoid abandonment of the application. Any amended replacement drawing sheet should include all of the figures appearing on the immediate prior version of the sheet, even if only one figure is being amended. The figure or figure number of an amended drawing should not be labeled as "amended." If a drawing figure is to be canceled, the appropriate figure must be removed from the replacement sheet, and where necessary, the remaining figures must be renumbered and appropriate changes made to the brief description of the several views of the drawings for consistency. Additional replacement sheets may be necessary to show the renumbering of the remaining figures. Each drawing sheet submitted after the filing date of an application must be labeled in the top margin as either "Replacement Sheet" or "New Sheet" pursuant to 37 CFR

1.121(d). If the changes are not accepted by the examiner, the applicant will be notified and informed of any required corrective action in the next Office action. The objection to the drawings will not be held in abeyance.

Applicant is given a TWO MONTH time period to submit new drawings in compliance with 37 CFR 1.81. Extensions of time may be obtained under the provisions of 37 CFR 1.136(a). Failure to timely submit replacement drawing sheets will result in ABANDONMENT of the application.

***Claim Rejections - 35 USC § 103***

4. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

5. Claims 1-2, 5, 7 and 9 are rejected under 35 U.S.C. 103(a) as being unpatentable over Smith et al. in view of Hollenberg (U.S. 6091956).

Regarding claim 1, Smith et al. disclose a system for providing traffic information for planning a trip comprising: a cellular telephones (fig. 1, [0042] to [0057]); a base station, the base station having a zone of communication, whereby the base station creates tracking information pertaining to the amount of cellular telephones located in the zone of communication regardless of the cellular telephone statuses (fig. 1, [0042] to [0057]); a processing station configured for receiving cellular telephone emissions, the processing station being in communication with the base station, the processing station being configured for receiving data input and tracking information from cellular telephones to the base stations, the processing

station determining traffic speed by analyzing the tracking information (fig. 1, [0011] to [0013] and [0042] to [0057]). However, Smith et al. do not disclose notification means for sending a navigation pathway package to at least one cellular telephone, the navigation pathway package including information about an upcoming traffic jam, alternate route information, maps, supporting data for visual displays, amount of time to a turn off, amount of time to a given pathway, distance to a turn-off, distance to a given pathway, directional information, information about surrounding landmarks and combination thereof.

In the same field of endeavor, Hollenberg discloses notification means for sending a navigation pathway package to at least one cellular telephone (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), the navigation pathway package including information about an upcoming traffic jam (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), alternate route information (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), maps (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), supporting data for visual displays (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), amount of time to a turn off (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), amount of time to a given pathway (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), distance to a turn-off (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), distance to a given pathway (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), directional information (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), information about surrounding landmarks and combination thereof (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of Smith et al. by specifically including

notification means for sending a navigation pathway package to at least one cellular telephone, the navigation pathway package including information about an upcoming traffic jam, alternate route information, maps, supporting data for visual displays, amount of time to a turn off, amount of time to a given pathway, distance to a turn-off, distance to a given pathway, directional information, information about surrounding landmarks and combination thereof, as taught by Hollenberg, the motivation being in order to provide local or proximate information, such as tourism site information, according to mobile users' location.

Regarding claim 2, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 1. Further, Smith et al. disclose the system providing for traffic information wherein the data input is sent to the base station by the cellular telephones and defines the amount of cell phones located in vehicles on a roadway (fig. 1, [0011] to [0013] and [0042] to [0057]).

Regarding claim 5, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 1. Further, Hollenberg discloses the system wherein the cellular telephone users are positioned in a vehicle (col. 17, lines 28-50).

Regarding claim 7, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 1. Further, Hollenberg disclose the system wherein the at least one cellular telephone user is not in a vehicle (col. 17, lines 28-50).

Regarding claim 9, Smith et al. disclose a management system using cellular telephones comprising: a traffic management system including cellular telephone defining data input (fig. 1, [0042] to [0057]); and a plurality of base stations, each base station having a zone of

communication, each base station creating tracking information pertaining to the amount of cellular telephones located in the zone of communication regardless of the cellular telephone status, the base stations being connected with at least one processing station and at least one cellular telephone user (fig. 1, [0042] to [0057]), the processing station being configured for receiving the tracking information and traffic speed information determined by the processing station through the use of the tracking information (fig. 1, [0011] to [0013] and [0042] to [0057]). However, Smith et al. do not disclose the data input from the cellular telephone user, and the processing defining a navigation pathway for the cellular telephone user at least partially based on the data input from the cellular telephone user; and notification means for sending a navigation pathway package to at least one cellular telephone, the navigation pathway package including information about an upcoming traffic jam, alternate route information, maps, supporting data for visual displays, amount of time to a turn off, amount of time to a given pathway, distance to a turn-off, distance to a given pathway, directional information, information about surrounding landmarks and combination thereof.

In the same field of endeavor, Hollenberg discloses the data input from the cellular telephone user (fig. 6, col. 19, lines 8-40 and fig. 11, col. 22, lines 36-55), and the processing defining a navigation pathway for the cellular telephone user at least partially based on the data input from the cellular telephone user (fig. 6, col. 19, lines 8-40 and fig. 11, col. 22, lines 36-55); and notification means for sending a navigation pathway package to at least one cellular telephone (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), the navigation pathway package including information about an upcoming traffic jam (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), alternate route information (fig. 6, col. 9, lines 15-39 and fig. 11, col.

21, lines 32-54), maps (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), supporting data for visual displays (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), amount of time to a turn off (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), amount of time to a given pathway (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), distance to a turn-off (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), distance to a given pathway (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), directional information (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), information about surrounding landmarks and combination thereof (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of Smith et al. by specifically including the data input from the cellular telephone user, and the processing defining a navigation pathway for the cellular telephone user at least partially based on the data input from the cellular telephone user; and notification means for sending a navigation pathway package to at least one cellular telephone, the navigation pathway package including information about an upcoming traffic jam, alternate route information, maps, supporting data for visual displays, amount of time to a turn off, amount of time to a given pathway, distance to a turn-off, distance to a given pathway, directional information, information about surrounding landmarks and combination thereof, as taught by Hollenberg, the motivation being in order to provide local or proximate information, such as tourism site information, according to mobile users' location.

6. Claims 3-4, 6, 8, 10-14 and 16-20 are rejected under 35 U.S.C. 103(a) as being unpatentable over Smith et al. (20050079878) in view of Hollenberg (U.S. 6091956) and further in view of Yoshikawa et al. (Pub. No: 2004/0034464).



Regarding claim 3, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 1. However, the combination of Smith et al. do not disclose the system for providing traffic information wherein defining the navigation pathway includes defining a date and a time of departure from a geographic location.

In the same field of endeavor, Yoshikawa et al. disclose the system for providing traffic information wherein defining the navigation pathway includes defining a date and a time of departure from a geographic location ([0049] and [0110]).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of the combination of Smith et al. and Hollenberg by specifically including providing traffic information wherein defining the navigation pathway includes defining a date and a time of departure from a geographic location, as taught by Yoshikawa et al., the motivation being in order to allow the user to easily obtain future traffic information about a distant position from the present position of the vehicle.

Regarding claim 4, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 1. However, the combination of Smith et al. and Hollenberg do not disclose the system wherein the data input includes route information.

In the same field of endeavor, Yoshikawa et al. disclose the system wherein the data input includes route information ([0042]).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of the combination of Smith et al. and Hollenberg by specifically including the data input includes route information, as taught by

Yoshikawa et al., the motivation being in order to allow the user to easily obtain future traffic information about a distant position from the present position of the vehicle.

Regarding claim 6, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 1. However, the combination of Smith et al. and Hollenberg do not disclose the system wherein the processing station defines a navigation pathway package suitable for transfer to a computer system positioned in the vehicle suitable for at least storing and displaying map and navigation information, the computer system in the vehicle being integrated with the at least one cellular telephone.

In the same field of endeavor, Yoshikawa et al. disclose the system wherein the processing station defines a navigation pathway package suitable for transfer to a computer system positioned in the vehicle suitable for at least storing and displaying map and navigation information, the computer system in the vehicle being integrated with the at least one cellular telephone ([0055] to [0056] and [0062] to [0063])

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of the combination of Smith et al. and Hollenberg et al. by specifically including the processing station defines a navigation pathway package suitable for transfer to a computer system positioned in the vehicle suitable for at least storing and displaying map and navigation information, the computer system in the vehicle being integrated with the at least one cellular telephone, as taught by Yoshikawa et al., the motivation being in order to allow the user to easily obtain future traffic information about a distant position from the present position of the vehicle.

Regarding claim 8, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 1. However, the combination of Smith et al. and Hollenberg do not disclose the system wherein the locating of the at least one cellular telephone is determined using the navigation pathway defined by the at least one cellular telephone user, the emissions of the at least one cellular telephone, and one base station.

In the same field of endeavor, Yoshikawa et al. disclose the system wherein the locating of the at least one cellular telephone is determined using the navigation pathway defined by the at least one cellular telephone user, the emissions of the at least one cellular telephone, and one base station ([0055]).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of the combination of Smith et al. and Hollenberg et al. by specifically including disclose the system wherein the locating of the at least one cellular telephone is determined using the navigation pathway defined by the at least one cellular telephone user, the emissions of the at least one cellular telephone, and one base station, as taught by Yoshikawa et al., the motivation being in order to allow the user to easily obtain future traffic information about a distant position from the present position of the vehicle.

Regarding claim 10, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 1. However, the combination of Smith et al. and Hollenberg do not disclose the system wherein the data input is sent to one of the plurality of base stations by the least one cellular telephone user and defines at least a geographic location of a point of destination, a time of arrival, and a date of arrival.

In the same field of endeavor, Yoshikawa et al. disclose the system wherein the data input is sent to one of the plurality of base stations by the least one cellular telephone user (fig. 1, [0043]) and defines at least a geographic location of a point of destination, a time of arrival, and a date of arrival ([0110]).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of the combination of Smith et al. and Hollenberg et al. by specifically including the data input is sent to one of the plurality of base stations by the least one cellular telephone user and defines at least a geographic location of a point of destination, a time of arrival, and a date of arrival, as taught by Yoshikawa et al., the motivation being in order to allow the user to easily obtain future traffic information about a distant position from the present position of the vehicle.

Regarding claim 11, this claim is rejected for the same reason as set forth in claim 3.

Regarding claim 12, this claim is rejected for the same reason as set forth in claim 4.

Regarding claim 13, this claim is rejected for the same reason as set forth in claim 5.

Regarding claim 14, this claim is rejected for the same reason as set forth in claim 6.

Regarding claim 16, this claim is rejected for the same reason as set forth in claim 8.

Regarding claim 17, Smith et al. disclose a method using cellular telephones for managing traffic comprising: providing a traffic management system (fig. 1, [0042] to [0057]) including a plurality of base stations connected to at least one processing station (fig. 1, [0042] to [0057]), each base station having a zone of communication, each base station creating tracking

information pertaining to the amount of cellular telephones located in the zone of communication regardless of cellular telephone status (fig. 1, [0042] to [0057]), whereby the processing station determines traffic volume by analyzing the tracking information (fig. 1, [0011] to [0013] and [0042] to [0057]), plurality of cellular telephone users, the traffic management system being suitable for identifying traffic congestion and traffic speed based on monitoring cellular telephone traffic (fig. 1, [0011] to [0013] and [0042] to [0057]).

However, Smith et al. do not disclose a method using cellular telephones for managing traffic comprising: sending data input from the cellular telephone users to the at least one processing station; developing navigation pathways in the processing station based at least partially on the data input from the cellular telephone users; inputting data from the cellular telephone users along the navigation pathway to the base stations, the information being suitable for the at least one processing station to track the position of the cellular telephone user on the navigation pathway using a single base; and providing data output from the at least one processing station to the cellular telephone users including providing notice of ensuing key navigation points along the navigation pathway to the cellular telephone users along the navigation pathway station and redirecting the cellular telephone user on the navigation pathway in relation to the traffic congestion detected by the plurality of base stations; and notification means for sending a navigation pathway package to at least one cellular telephone, the navigation pathway package including information about an upcoming traffic jam, alternate route information, maps, supporting data for visual displays, amount of time to a turn off, amount of time to a given pathway, distance to a turn-off, distance to a given pathway, directional information, information about surrounding landmarks and combination thereof

In the same field of endeavor, Yoshikawa et al. disclose a method using cellular telephones for managing traffic comprising: sending data input from the cellular telephone users to the at least one processing station ([0043] and [0095] to [0100]); developing navigation pathways in the processing station based at least partially on the data input from the cellular telephone users ([0043] to [0045] and [0095] to [0100]); inputting data from the cellular telephone users along the navigation pathway to the base stations, the information being suitable for the at least one processing station to track the position of the cellular telephone user on the navigation pathway using a single base ([0043] to [0045] and [0055] to [0063] and [0095] to [0100]); and providing data output from the at least one processing station to the cellular telephone users including providing notice of ensuing key navigation points along the navigation pathway to the cellular telephone users along the navigation pathway station ([0043] to [0045] and [0055] to [0063] and [0095] to [0100]) and redirecting the cellular telephone user on the navigation pathway in relation to the traffic congestion detected by the plurality of base stations ([0068] to [0071]). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of Smith et al. by specifically including sending data input from the cellular telephone users to the at least one processing station; developing navigation pathways in the processing station based at least partially on the data input from the cellular telephone users; inputting data from the cellular telephone users along the navigation pathway to the base stations, the information being suitable for the at least one processing station to track the position of the cellular telephone user on the navigation pathway using a single base; and providing data output from the at least one processing station to the cellular telephone users including providing notice of ensuing key navigation points along

the navigation pathway to the cellular telephone users along the navigation pathway station and redirecting the cellular telephone user on the navigation pathway in relation to the traffic congestion detected by the plurality of base stations, as taught by Yoshikawa et al., the motivation being in order to allow the user to easily obtain future traffic information about a distant position from the present position of the vehicle.

In the same field of endeavor, Hollenberg discloses notification means for sending a navigation pathway package to at least one cellular telephone (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), the navigation pathway package including information about an upcoming traffic jam (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), alternate route information (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), maps (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), supporting data for visual displays (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), amount of time to a turn off (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), amount of time to a given pathway (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), distance to a turn-off (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), distance to a given pathway (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), directional information (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54), information about surrounding landmarks and combination thereof (fig. 6, col. 9, lines 15-39 and fig. 11, col. 21, lines 32-54).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of Smith et al. by specifically including notification means for sending a navigation pathway package to at least one cellular telephone, the navigation pathway package including information about an upcoming traffic jam, alternate

route information, maps, supporting data for visual displays, amount of time to a turn off, amount of time to a given pathway, distance to a turn-off, distance to a given pathway, directional information, information about surrounding landmarks and combination thereof, as taught by Hollenberg, the motivation being in order to provide local or proximate information, such as tourism site information, according to mobile users' location.

Regarding claim 18, the combination of Smith et al. and Yoshikawa et al. and Hollenberg disclose all the limitation in claim 17. Further, Yoshikawa et al. disclose the method wherein the step of providing data from the at least one processing station includes providing navigation pathway information recorded on a medium suitable for use in a vehicle ([0063]).

Regarding claim 19, the combination of Smith et al. and Yoshikawa et al. and Hollenberg disclose all the limitation in claim 18. Further, Yoshikawa et al. disclose the method wherein the step of providing data from the at least one processing station includes providing navigation pathway information including Global Positioning System information to the cellular telephone user, the navigation pathway information including maps in a form suitable for use on video display in a vehicle ([0060] to [0063]).

Regarding claim 20, the combination of Smith et al. and Yoshikawa et al. and Hollenberg disclose all the limitation in claim 17. Further, Yoshikawa et al. disclose the method wherein the step of providing includes a satellite system configured for communicating between the cellular telephone and the at least one of processing station ([0060] to [0062]). Inherently, there is needed the combination of GPS and satellite in order to determine the present position of the device 12).



7. Claim 15 is rejected under 35 U.S.C. 103(a) as being unpatentable over Smith et al. (20050079878) in view of Hollenberg (U.S. 6091956) and further in view of Le et al. (Pub. No: 2004/0236498).

Regarding claim 15, the combination of Smith et al. and Hollenberg disclose all the limitation in claim 9. However, the combination of Smith et al. and Hollenberg do not disclose the system wherein the traffic management system provides corrective directions when a turn along the navigation pathway was missed by the at least one cellular telephone user.

In the same field of endeavor, Le et al. disclose the system wherein the traffic management system provides corrective directions when a turn along the navigation pathway was missed by the at least one cellular telephone user ([0115]).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to modify the mobile station of the combination of Smith et al. and Hollenberg by specifically including corrective directions when a turn along the navigation pathway was missed by the at least one cellular telephone user, as taught by Le et al., the motivation being in order to allow user to navigate from a predetermined source position to predetermined destination position on the map.

### ***Conclusion***

8. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Dai A Phuong whose telephone number is 571-272-7896. The examiner can normally be reached on Monday to Friday, 9:00 A.M. to 5:00 P.M..

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Nguyen M Duc can be reached on 571-272-7503. The fax phone number for the organization where this application or proceeding is assigned is 571-273-7503.

Art Unit: 2617

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Dai Phuong

AU: 2617

Date: 05-11-2006



ELISEO RAMOS-FELICIANO  
PRIMARY EXAMINER